His Superintendent of Public Works Recommends That the Company Owning It Be Permitted to Install the System in the Champlain Canal-The Company Asks Permission to Equip the Erie. and the Barge Canal When Completed.

ALBANT, Jan. 25 .- Much secrecy is observed as to the real interests which are behind the International Towing and Power Company. It can be said, however, that Gov. Odell and his college chum and State Superintendent of Public Works, Charles Spencer Boyd of New York city, have shown ore than an official interest in the efforts of this company to equip the State' canals with its electric mule system for propelling hoats. Those who remember the tests at Schenectady last October of the Wood method of canalboat electrical propulsion. which is patented and owned by the International Towing and Power Company, recollect Supt. Boyd's frequent visits to the General Electric Works at Schenectady, adjoining which on the Erie Canal the test was made. Mr. Boyd's solicitude for the success of the experiment was as apparent as that of the inventor and the officers of the corporation. Only those State officers who will have a voice in permitting the company to install its system on the canals were invited to the test. Several of them were unable to attend the first public experiment, and another one was arranged later by Mr. Boyd for the ab-

In view of this situation not much surprise is expressed that Supt. Boyd, in his annual report, submitted to the Legislature to-night, recommends that permission be granted the company by the State to install its system along the Champlain Canal at once as a forerunner to the complete equipment of the State canals. The company has asked permission to equip the Erie as well as the Champlain at its own cost and expense, stipulating that this privilege shall extend to the barge canal when completed and ready for operation. Not a word is said about compensation to the State for this valuable franchise. Yet at the time the test was made at Schenecadv it was said that the offer of the com-

That when the State is satisfied with the efficiency of the Wood electrical system, it shall have the right to construct and operate the system on the canal, paying the International company a royalty of five cents per ton on the tonnage passing through the canal and an agreed rate on local business. The State would then control the rates, and could operate the system directly or by lease to an operating company. It was shown that the State would obtain a handsome revenue from this source, sufficient to do away with the annual necessity of appropriating money for the support and maintenance of the Erie. Morever, it was claimed that the revenue would be large enough to provide a traerve or sinking fund from which the State in ten vears could pay for the full cost of the original equipment and interest on the debt, and also to provide a fund to deepen the canal gradually through its entire length.

It would be interesting to know why, if pany meant:

It would be interesting to know why, if this method of electrical propulsion was such a good thing then and the company was willing to practically assign its patents to the State for a royalty, Mr. Boyd thinks the State should forego this offer and permit the company to equip the canals at its own expense and collect the towing tolls without particular. without paying a cent to the State for the franchise. Certainly if the expenditure in so equipping the canals was to be a failure the men of finance interested in the company would agree to a royalty for the State's use of the system rather than run the chance of such a big expenditure with no adenate return in dividends.

quate return in dividends.

In Schenectady, after the test, Gov.
Odell said: "If the system works throughout the canal as it worked on the short
stretch to-day the canal problem will be

the time Supt. Boyd said: "I am more than pleased with the result. The practicability of the electric motor as a towing power has been established beyond

It would appear from these circumstances that our "business" Governor has an ex-cellent opportunity here to utilize his busi-ness acumen for the State rather than for the International Towing and Power Com-

In his annual report Supt. Boyd has this to say on the subject:

this to say on the subject:

At the time of the Schenectady experiment, just before election, charges were made in some quarters that the demonstration was intended to aid in the defeat of the barge canal proposition. I then believed the charge was without foundation, and if anything were needed to prove its falsity, the fact need only be oited that the International Towing and Power Company, since favorable action by the prople on the barge canal referendum, backed by what the company and its promoters believe to have been a demonstration of the practical and successful application, has expressed a desire to be allowed to equip, at its own cost and expense, both the Erie and champlain canals with the Wood system, stipulating only that the company's privilege, as might be granted for the present canal, shall extend to the barge canal when that shall have been completed and is ready for operation.

In the present status of canal matters, I ave personally discouraged such a move, oth because of the construction which might e placed upon such act by the public, or a ortion of it, as well as because of the belief portion of it, as well as because of the belief that, however successful the experiment, and however applicable the future might prove the device to be, either as a solution of the canal transportation problem as it exists to-day, or as furthering facilities for the future, it would be inadvisable from the stand-point of the State and that of the persons whose enterprise and capital would be thus invested, as well.

I understand that the company at the present time stands ready and is anxious to install the equipment throughout the length of the Champlain C and at its own cost and expense, and to operate it on such terms favorable to forwarders and boatmen as

of the Champlain C mal at its own cost and expense, and to operate it on such terms favorable to forwarders and boatmen as might be dictated by the State. Since navigation on the Champlain C mal is under somewhat different conditions than on other waterways, boatmen not furnishing their own power, but being compelled to hire tow, boats being constructed to meet these conditions only, a careful consideration of the matter has nearly convinced me that the State, under proper conditions and with proper sylegureds, might cooperate with the company, thus liberally disposed, to the extent of permitting the installation and operation of the device. No consent, lowever, even to this will be given until it has been absolutely determined that the installation, maintenance and operation of such plan and device can in no way interfere either with other private fights or with the prosecution of work involved in carrying out the provisions of the Barge Canal law as they apply to the Champlain C mal.

The last Legislature made an appro-priation of \$25,000 for the Superintendent of Public Works to pay for the experiment of the Wood system at Schenectady This appropriation was contained in the ental Supply bill, which usually the "graft" appropriations and is ed and passed on the last day of sission without being printed. In Towing and Power Company is to get from the State through the influence of certain hean officials, the Governor evidently lost his nerve and vetoed the appropriation to as to have the company pay the expense and appear in the light of a public bene-

It will be noticed that Mr. Boyd says in his report that he is "nearly convinced" that the State might cooperate with the com-Pany, 'thus liberally disposed," to install is system and secure a monopoly without paying the State a cent for this valuable

Works Boyd made the astonishing statement that he had the power and authority to permit the International Towing and Power Company to install its electrical system for towing boats on the \$101,000,000 barge canal routes without securing additional legislation or the consent of the Canal Board. From Mr. Boyd's talk it is evident that the intends to grant a permit for this company to mistall its electrical. for this company to put in its system on the sixty-two miles of the Champlain Canal between the Hudson River at Troy and Whitehall. He claims the right to do this

under the law of 1893, which it has always been supposed only permitted the Superin-tendent of Public Works to allow experi-ments of electric systems of propulsion on short stretches of the canal and not the per-

manent installation of any such system.

Once the company gets its system in running order on the Champlain Canal every boat using that waterway will have to pay tribute to this monopoly, and it is not proposed that the company shall pay a cent to the State for this valuable franchise. cent to the State for this valuable franchise. Mr. Boyd does not seem to know just who are the financial backers of the company, although he admitted that the company's counsel, John Murray Mitchell of New York city, was a college chum of his and of Gov. Odell. Mr. Boyd says the company was incorporated in New Jersey, but the Secretary of State of New York has not yet authorized it to do business in this State, although the company is operating hete.

company is operating hete.

"When do you intend to grant the company a permit to equip the Champlain Canal with its system?" Mr. Boyd was asked.

"I shall not be in haste," he replied, "as I do not wish to take action which will bring discoulties with the company of the company.

discredit upon my department. I am running it as I would run a private business and if I see anything that is likely to prove beneficial I am disposed to adopt it. The company wants to equip the entire canal system at a cost of \$10,000,000, but I thought it well to see what they would do in the Champlain Canal first. Probably any permit granted the company would permit the State to acquire the plant at any time at an advance of 10 per cent. of its cost and rovalty

Secretary of State John F. O'Brien of Clinton county, chairman of the Champlain Canal Association, does not believe any concern should have the privilege of a monopoly of towing on the State canals, and says that the Champlain Canal Association would fight such a proposition. It is claimed that under the law under which

supt. Boyd says he is acting he has no right o permit a corporation not authorized to do business in this State to experiment on the canal, and that he cannot grant a permit to install an electric towage system except for experimental purposes, and then only on a short stretch of the Eric Canal.

only on a short stretch of the Erie Canal. The law says:

The Superintendent of Public Works is hereby authorized and empowered to designate or set aside such portions of the Erie Canal as in his opinion it may be expedient so to do, for the purpose of conducting experiments or testing the efficiency, economy and practicability of such devices as may be offered for improving, by electrical or other means, the present system of canal towage, and the Superintendent of Public Works is hereby authorized and empowered to adopt such rules and regulations governing the conduct of such experiments as may in his opinion be required to prevent the same from unnecessarily interfering with the present traffic of said canal, or from doing any damage to said canal or any of its appurtenances. Subject to the operation of these rules and regulations, and under the control and direction of the said Superintendent of Public Works, any citizen of this State, or corporation authorized to transact business within its limits, who may present to the said Superintendent of Public Works any device for improving said methods of towing as may commend itself to his judgment may, at his or their own expense, on such portions of said canal as may be designated for the purpose and on lands owned by the State, construct such temporary and other buildings or other structures, with necessary machinery, and raise and temporarily maintain such poles along the line of said canal and string wires thereon as may be necessary for testing the efficiency, economy and practicability of such device.

ONE CAUSE OF HIGH GAS BILLS. Companies Put On High Pressure Enhance Deficient Quality.

ALBANY, Jan. 25.-The report of State Inspector of Gas Meters Jastrow Alexander, made to the Governor to-day, says that his bureau last year cost \$21,626 and nspected 222,551 meters. Mr. Alexander declares that in private tests of meters made at the request of consumers he has found that about one in five, or 20 per cent. of the meters, have been discovered to be fast, from which fact the inspector draws the inference that the gas companies put on an excessive pressure in order to make neters overregister.

"My experience has taught me," says Mr. Alexander, "that the condition of the meter is not the cause of high gas bills. except in very rare cases. The prevailing opinion seems to be that the gas manufactured at the present time is of an inferior quality, and that it does not possess the heating and illuminating power of the gas made in former years. To enhance these deficient properties it becomes necessial. these deficient properties it becomes necessary to put a high pressure on the flow of gas, and as it passes through the meter it registers, of course, much faster than the driven through the meter by a normal or slower pressure."

STATE TRUST COMPANIES.

Big Decreases in Resources, Loans and Amount Due to Depositors.

ALBANY, Jan. 25 .- The condition of the rust companies of the State on Jan. 1 show that since July 1 last, while the capital stock of the companies has increased by \$1,200,000. the total resources (\$1,043,413,409) show decrease of \$103,957,346. The loans on collaterals and on personal securities dereased \$112.115.667, and the aggregate of the amount due depositors decreased \$92,392,702. The value of stock investments was decreased by \$5,311,431. The undivided profits decreased \$1,590,446.

The interest, commissions and profits received during the year were \$51,073,041; interest paid, \$23,857,970; expenses, exclusive of taxes, \$7,837,751; dividends declared, \$9,049,852; taxes paid, \$2,193,710; total amount of deposits on which interest is allowed, \$744,279,272; amount invested in bonds and mortgages, \$74,663,400.

TO INSTRUCT GUARDSMEN. The Government Will Provide Instruction

for a Limited Number of Officers. ALBANY, Jan. 25. - Adjutant-General Henry to-day in a general order called the attention of the National Guard officers to the fact that the Government will provide accommodations at the General Service and Staff College, Fort Leavenworth, Kan., and at the Artillery School, Fort Monroe. Va., for a limited number of militia offi-cers for military instruction.

cers for military instruction.

Officers attending will receive first class transporattion at four cents per mile, quarters and an allowance of \$1 a day for subsistence. Applications for designation must be filed with the Adjutant-General by Feb. 25. The designations will be limited to officers not above the rank of Captain, and preferrably to Lightenants. and preferably to Lieutenants.

Incorporated at Albany.

ALBANY, Jan. 25 .- The Hotel Potomac company of Washington, D. C., was incorporated with the Secretary of State o-day, with a capital of \$1,000,000. The principal office is in New York city. The directors are W. J. Davloy, E. E. Cox, Howard H. Nieman and Frank L. Tyson f New York city and A. A. Kelly of Mont-

Hurchinson Acoustic Company of New York was also incorporated. The capital is \$500,000 and the company will manufacture special telephonic mechan-isms. The directors are M. R. Hutchison, of New Rochelle, Z. B. Babbit of Washington and K. M. Turner, J. H. Devli Shirley Eaton of New York city. J. W. Devlin and J.

Another College Heard From.

"Huh!" said the Brown graduate. " see that Harvard and Yale are boosting up their Colonial Governors and diplomats. and that Princeton speaks up and claims about all the authors in sight.

"What's the matter with Brown? John Hay was graduated there in the class of '58. He's a diplomat, and an author, too. He can write 'Pike County Ballads' and 'Castilian Days' and a life of Lincoln, and then steer the country through a lot of delicate foreign relations with all countries. And all of Harvard's diplomats and all Yale's Colonial Governors take orders from

CURES COLDS IN GERMANT ANATIVE BROMO QUININE. To get the genuALDERMEN FAVOR NEW ROAD

N. Y., WESTCHESTER & BOSTON APPLIES FOR BRONX PRIVILEGE.

Port Chester Road, Oft Postponed, Come to the Front Again to Object-Adviser of Elkins Interests Appears-McDonald Ready to Build Port Chester Line.

The hearing by the Aldermen's railroad committee yesterday on the application of the New York, Westchester and Boston Railroad Company for permission to cross the streets of The Bronx resolved itself into a fight between the lawyers of that company and the lawyers representing the interests of the New York and Port hester Railroad Company.

On the one side it was contended that the Westchester and Boston company had no corporate existence, and that whatever rights and franchises it once owned had been sold under foreclosure by a receiver. On the other hand the counsel for the Westchester company contended that an act passed by the Legislature last year restored to the company all its privileges. This act provided that where a receiver of a railroad corporation had been appointed the period of the receivership should not be taken to be part of the time limited by law in which construction or operation of the road must begin to keep the franchise alive. As to reports that the contest is a development of the Interurban-Interborough rivalry for the new subways in this city no further light appeared than this: One of the counsel representing the banking interests which will finance the new road was George S. Graham of Philadelphia, one of the legal advisers of the Elkins street railroad interests in Philadelphia while at a recent hearing before the State Railroad Commission it was testified that John B. MacDonald, builder of the Belmont subway, was ready to build the Port Chester ine.

Charles F. Hughes, of counsel for the Westchester company said that the company was formed in 1872 and in that year began the construction of its road. Up to the end of 1873 it had spent \$200,000 in constructing cuts and fills. Difficulties followed, and in March, 1875, a receiver was appointed. The company remained in the hands of a receiver until a short time ago when responsible financial interests ac quired all its rights. The act passed by the Legislature last year deducted the time the company was in the hands of a receiver from the time lapsed against it. The company was prepared to begin construction at once. In proof of its proper legal status he read opinions written by John G. Johnson of Philadelphia and William R. Hornblower of this city advising Dick & Robinson, bankers, that the com-pany is now a valid and existing corporapany is now a valid and existing corpora-tion with the right to build its railroad. He read also a letter from Dick & Robinson to William L. Bull, president of the company, saying that they were ready to provide the \$13,125,090 capital necessary. It was pro-posed to construct a four track electric road from 129th street and Third avenue to Port Chester with a branch to White Plains. The company would acquire its own right of company would acquire its own right of way and cross intersecting streets either above or below grade. It was intended to make it one of the best suburban roads in the world.

Mr. Graham said that several of the most influential men in the financial world were back of the Westchester company and that hey were willing to put up at once all the

Property owners and representatives of social and public organizations of The Bronx and towns of Westchester county were present in large numbers to speak in support of the Westchester company's application, while there were many who application, while there were many who urged that the right to build should go to the Port Chester company. The general sentiment, however, of the speakers was that they didn't care which corporation

he thought it promised better.

Frederick W. Sherman of Rye, counselfor the New York and Stamford Railroad Company, opposed the application. Mr. Sherman argued that there would be good grounds for believing that an alliance existed between the applicants and the New York, New Haven and Hartford Rail-road Company, and that the purpose of the application was to put an obstacle in ay of the grant sought by the Port

Thester company.

Alderman Sickles, who said he appeared

Alderman Sickles, who said he appeared at the hearing as a private citizen, opposed the application and asked the counsel for the Westchester company if they would name the backers of their road.

"Our underwriters," Mr. Hughes replied, "are represented by Dick & Robinson. If any one else who has applied for permission to build a road above the Harlem can come forward and tall us if they have can come forward and tell us if they have bankers ready to put up \$13,125,000 at once, I would like to know them."

Prof. Charles A. Collin, associate counsel with Mr. Sherman, maintained that the amendatory act of 1903 could not be applied to the Westchester company because it had never been legally incorporated. To the articles of association at the time of ling there had not been affixed the required affidavit of three directors showing that

the amount of capital stock required by law had been subscribed.

Mr. Hughes replied that the amendatory act permitted the annexing of the affidavit later. He denied that the Westchester and Boston company had any connection or affiliation with the New Haven. President W. C. Gotshall of the Port

President W. C. Gotshall of the Port Chester company said that the application of his company would be renewed at the next meeting of the Aldermen.

"You have been in Albany trying to get legislative action for your company?" suggested Alderman Sullivan.

"I have not sought nor do I favor legislative action with respect to the Port Chester company," Mr. Gotshall replied.

Mr. Sullivan - You have been in Albany during the last two weeks?

Mr. Gotshall - Yes, and I shall be in Albany probably for the next two months.

Mr. Sullivan - Why are you opposed to the application of this company?

Mr. Gotshall - I am opposed to it because I think it is the forerunner of another attempt to sell out to the Port Chester company.

Mr. Sullivan - Do you dispute the financial standing of the people behind the Westchester company?

Mr. Gotshall - I know nothing about them.

Mr. Sullivan - Have you never heard of Mr. Dick?

Mr. Gotshall - I know he is a broker, that Mr. Sullivan - You have been in Alban;

Chairman Haggerty stated that committee would be called together at another time to consider the application. The probability is that a majority of the committee will report in favor of the new

SPINKS MUST PAY \$40,000.

application.

Asphalt Receiver Must Distribute the Money Forthwith When It Is Paid.

TRENTON, Jan. 25.-Judge Kirkpatrick igned an order in the United States Circuit. Court to-day directing Henry C. Spinks of Newport, Ky., to pay \$40,000 to Henry Tatnall, receiver of the Asphalt Trust. The \$40,000 is an assessment on the \$50,000 of Asphalt stock held by Spinks, who also holds a large block of Asphalt bonds. The order includes other stockholders of record.

among which is the defunct National As-phalt Company.

Receiver Tatnall opposed the order because it directed him to forthwith distribute the money, which, he argued, would be needed to carry on the other suits. Judge Kirkpatrick overruled the objection. In the division Mr. Spinks, who has brought numerous suits against the trust. will receive \$325 as his share of the \$40,000 and \$10,000 more that should be received from the other stockholders of record record outside of the National company.

ORDER ELECTRIC POLES DOWN. IT'S PORTIER'S OR BUST. North Bergen Moves Against the Works o

the Public Service Corporation. At a meeting of the Township Committee of North Bergen yesterday morning, an dinance was passed on final reading de claring the poles which the United Electric Company recently erected in Paterson avenue in that township, unlawful ob structions and public nuisances. The or dinance authorized the Supervisor of Roads to remove the poles. Chairman Charles

Dietz and Township Clerk Emil J. Foerch, signed the document. Ex-State Senator William D. Edwards ounsel for the Public Service Corporation which controls the electric light company applied to Vice Chancellor Stevenson in Jersey City at 3:30 o'clock for an injunction restraining Charles Dietz, Fred Sternkopf end others in North Bergen from inter-iering with the United Electric Com-pany's poles. The court granted a rule o show cause and made it returnable nex Monday. A temporary injunction was also issued restraining the North Bergen officials from taking any action pending argument on the rule.
Mr. Edwards said that the company

wasn't obliged to ask the township for per mission to erect poles in Paterson avenue The necessary permission, he said, had been obtained from private property owners. The company proposed to string electric light wires and a trolley feed wire

on the poles. "The poles."
"The people in North Bergen," he said,
"are kicking because the trolley service is
not all that should be desired and when an effort is made to improve it by getting additional power they pass an ordinance to cut down the poles."

E. N. MORISON & CO. FAIL. Baltimore Stock Brokers Carried Down by the Rise in Cotton.

BALTIMORE, Jan. 25 .- The failure of the well known stock brokerage house of E. N. Morison & Co. was made known to-day through receivership proceedings. In the Circuit Court Judge Dennis appointed Edwin Baetjer and Frank Connell re ceivers for the firm upon the application of E. N. Morison, its head. The receivers mmediately qualified in the bond of \$200. 000, which, under the usual custom in such cases, would indicate assets at \$100,000. E. N. Morison, senior member, said

to-day, in explanation of the cause of the failure: "We took over a number of account for customers who were unable to make good their margins, and the continuous

rise in the price of cotton resulted in heavy osses in covering these accounts."

It is understood that these accounts represented about 13,000 bales of cotton which were sold in the New York market, and this quantity had to be bought in to make deliveries. It is said that this has all been accomplished, but with the re-sult that it has wiped out the resources of the firm. The buying for this purpose helped to send the price of cotton higher. It is estimated that the liabilities of the firm are between \$500,000 and \$600,000, and that a large part of this consists of indebted ess to customers.

N. H. Morison of the brokerage firm of E. N. Morison & Co. of Baltimore lately sold his seat on the New York Stock Ex change to Daniel J. Sully, the bull cotton

TO FIGHT EXCISE LEGISLATION Methodist and Baptist Ministers Cho Delegates to Albany.

The meetings of ministers considered resterday a request from the National Temperance Society to oppose any attempt during the present session of the Legislature to pass measures modifying the Excise law.

Particularly, opposition was asked against the several proposed Sunday opening bills, including District Attorney Jerome's. The Methodist preachers selected a com-mittee of three to go to Albany to protest against anti-Sabbath and anti-temperance

STOCKBROKER SUSPENDS. Arthur H. Page Expects to Pay Creditors in Full.

Arthur H. Page, a stock broker at 44 Broad street, made an assignment without preference yesterday to Charles W. Stuart Mr. Page was a member of the Stock Exchange until February, 1901, when he sold his seat and became a member of the Con-solidated Exchange. In September, 1902, he formed the firm of Arthur H. Page & Co.,

which was dissolved a year later.

It was said at Mr. Page's office that the assignment was due to "inability to secure accommodations and the dull market" and that negotiations were making whereby he expected to pay his creditors in full The liabilities were put at about \$75,000.

STOLEN AUTO RECOVERED. Young Man Ran It Under Jamaica Hote Shed and Left It There.

The red automobile which was stolen from the Automobile Show on Saturday evening was recovered yesterday afternoon at Wolfert's Hotel, Jamaica, in good condition. A young man drove up to the hotel on Sunday evening and ran the ma-chine into the shed. He then walked away

The automobile was turned over to J. Austin, who represented John Wanamaker.

Anthracite Coal Output of 1903. The total amount of anthracite coal marketed in 1903 was 59,362,831 tons, an increase of 28,161,941 over 1902, the year of he great miners' strike, and an increase of 5,794,230 over 1901, a normal year. Of this record breaking output the Reading carried 19.36 per cent.; Lehigh Valley, 16.40; Delaware, Lackawanna and Western, 16.13; Central Railroad of New Jersey, 12.47; Eric, 10.68; Delaware, and Hudson, 9.99; Representation of Realizand 6 67. Pennsylvania Railroad, 6.67; Delaware, Susquehanna and Schuylkill, 2.78, and New York, Ontario and Western, 2.54.

Injunction Against Chicago Cheap Gas Ordinance.

CHICAGO, Jan. 25 .- Judge Grosscup overruled this morning the demurrer filed by the city in the D. O. Mills-Peoples Gas case and granted an injunction restraining the city from enforcing the 75 cents a 1,000 feet gas ordinance. The result is regarded as a great victory by the Peoples Gas in-terests. In his decision Judge Grosscup took the ground that the city of Chicago as never received the power from the State Legislature to fix the price of gas.

The Cornell-Columbia Debate.

ITHACA, Jan. 25. The Cornell debate ouncil to-night submitted to the Columbia University authorities the following ques-tion for the debate to be held in this city between the two universities on March 25: Resolved. That the efforts of employers to overthrow the union shop in the trades now wholly or partly unionized are pro-motive of the interests of the laboring The New Yorkers will have the choice

fame obtained yesterday a verdict in the Supreme Court in a suit which Moss Davis brought against him for \$5,000 for false arrest on the night of Jack O'Brien's wedding party, in 1900. Minstrel Thatcher Out of Debt.

George Thatcher, the minstrel, has ob-

tained a discharge in bankruptcy; liabilities,

Mike Lyons Wins

Michael F. Lyons of Bowery restaurant

He's the Jersey City Man Who Won't Let His Flat Dwellers Hang Curtains in the Doorways-They're Advertising for a New Kind of a Landlord

ANDREW SPOTTS'S TENANTS TO

MOVE IN A BUNCH.

Eight families who have been paying rent Andrew Spotts, vice-president of the Lincoln Trust Company of Jersey City, for apartments in the Princeton at 257 Eighth street, that city, have announced their intention of seeking homes elsewhere where they will be at liberty to hang portieres and decorate their rooms according to their own ideas.

As was told in THE SUN some weeks ago Spotts's tenants were indignant because Spotts issued a landlord's edict that a lot of doors which he found covered with dust and cobwebs in the cellar should be rehung on their hinges in the rooms above. The tenants explained that they had replaced the doors with portieres and they hoped he would not compel them to remove

Spotts was obstinate. He said that doors were doors and should be used, and the

tenants wondered what ailed Spotts. Finance Commissioner William H. Quinn, Jacob Smith, superintendent of the Wells-Fargo Express Company's stables; Spencer Gumaer, a milk dealer; John Fisher, an Erie Railroad conductor; James C. Gallagher, a druggist; John Davis, an Erie locomotive engineer; Edward Bronson, a tea merchant, and the Misses Banta, school teachers, got their heads together and decided that they would stick to por-

Then Mr. Spotts consulted his lawyers District Court Judge Charles Carrick and R. J. Wortendyke, and a few days later some of the more strenuous advocates of portieres received letters from the lawyers notifying them that Mr. Spotts wanted them to move on Jan. 1. The tenants replied that Spotts would have to put them

All hands paid their rent on the first of the year, and the landlord accepted it. They thought that he had changed his mind about the portieres, and decided to forgive him. Mr. Spotts, however, wasn't repentant. His mind still dwelt on doors. He had the door in the Misses Banta's apartnents rehung.

The tenants then had another meeting and decided that they would seek another flat building, trusting that their new landlord wouldn't have any kinks on the portiere question. They have lived like a big happy family under one roof for a long while and they do not want to be separated They hope to be able to part company with Spotts on May 1, and Spotts is getting busy looking for portiereless families to occupy their vacant rooms.

A committee of tenants put the following advertisement in a Jersey City newspaper yesterday afternoon: EIGHT families are desirous of obtaining flat accommodations where there are no restrictions as to portieres or doors. Address Q. B. Y.

FISHING SCHOONER RUN DOWN? Report That the Oregon Has Been Sunk on the Banks by a Liner.

BOSTON, Mass., Jan. 25.-It is reported mong fishermen at the "T" wharf that the Gloucester fishing schooner Oregon has been run down and sunk on Georges Banks by a steamship, and that the entire crew has perished. Though it has been impossible to confirm the rumor, vessels sailing from Georges two days after the Oregon left there arrived at the wharf on Thursday and Friday, and the fact that the Oregon is overdue lends strength to the

The Oregon was engaged in the winter haddock fishery sailing from Boston. Capt. Stodder, the master of the vessel, lives in Malden The Oregon was built in Essex in 1899, is of about 120 tons, is valued, with her outfit, at \$11,000 and is insured for \$8,500.

GIRL SPECULATOR LET GO. Rubber Co. Will Not Prosecute Clara

Clara Schilling, the girl cashier of the Hartford Rubber Company, who was charged with having stolen from her employers in order to speculate in stocks, was set free in the Tombs police court

yesterday Robert P. Parker, manager of the rubber ompany, told Magistrate Breen that he felt sure Miss Schilling was naturally a good girl, but had fallen under evil influ He asked that the charges against dismissed.

The Magistrate remarked as he released Miss Schilling that he thought the exposure and consequent suffering to her family had been punishment enough.

Electric Roads Through the Adirondacks UTICA, Jan. 25.-Paul Smith, the veteran Adirondack hotel man, is authority for the statement that next summer will see the beginning of construction work on an ex tensive system of electric roads in the North Woods. The first step in the projected enterprise will be the building of a line connecting Upper St. Regis Lake and Lake Clear with Faul Smith's. The power for the proposed road will be taken from Franklin Falls, in the Saranac River, twenty miles away. It is understood that the plans provide for the connection of Saranac Lake with all the villages thereabouts, as well as with this city.

Stunt Is Good English in Northwestern CHICAGO, Jan. 25 .- The word "stunt" has been approved as correct English by Mrs. Martha Foote Crow, dean of women at Northwestern University. Coeds who formerly spoke of "reiterations" and "tasks" have adopted the word instead. The approval of stunt was given at an entertain ment on Saturday night, at which the feat-ure was a whistling chorus of Northwestern coeds. Introducing the persons on the programme, the dean made use of stunt, indicating their respective parts.

Court Calendars This Day.

Appellate Division—Supreme Court. Recess.
Supreme Court.—Special Term—Part I. Motion calendar called at 10:30 A. M. Part II.—Ex parte matters. Part III.—Clear. Motions. Preferred causes—Nos. 4309. 90:1. 336. 4376. 4328. 4289. 4280. 3560. 4272. 4349. 4345. 4346. 4366. 4376. General calendar—Nos. 3655. 3898. 3815. 4027. 4081. 4071. 4073. 4074. 4075. 4076. 4119. 3392. 4138. 1795. 3623. 3906. 1681. 3934. 4001. Part IV.—Clear. cases from Part III. Part VI.—Case unfinished. Cases from Part III. Part VI.—Case unfinished. Short causes—Nos. 12211. 12220. 14165. 4129. 13909. 13957. 4369. Part III.—Case unfinished. Nos. 13594. 13875. 4361. 4370. 4382. 4391. 4403. 4414. 4223. 4438. 4419. 4539. 4461. 4521. 4329. 33906. 1681. 3391. 4652. 3391. 1413. 4183. 3322. 3329. 3895. 3162. 3391. 4570. 4382. 4391. 4463. 4414. 4423. 4438. 4419. 4553. 3609. Part IV.—Case unfinished. Cases from Part III. Part VI.—Case unfinished. Cases from Part III. Part VII.—Case unfinished. Cases from Part III. Part VII.—Case unfinished. Cases from Part III. Part VII.—Case unfinished. Cases from Part III. Part VIII.—Case unfinished. Cases from Part III. Part XII.—Case unfinished. Cases from Part VIII. Part XIII.—Case unfinished. Cases from Part VIII. Part XIII.—Case unfinished. Cases from Part VIII.—Part XIII.—Case unfinished. Cases

Court of Appeals Calendar. ALBANY. Jan. 25. Court of Appeals calendar or to-morrow: Nos. 182, 138, 194, 197, 198, 106, 96



HOSPITALS OVERCROWDED. Vain Attempts to Find Quarters for All

the Charity Patients. Supt. George Blair of the Outdoor Poor Bureau had trouble yesterday disposing of the cases sent to the Department of Charities for transfer to the Blackwell's

Island hospitals. He was notified early in the day that no more patients could be received at the Metropolitan and City hospitals. At noon he had a hundred sick people on his hands. After communicating with all the private bospitals in the city he learned that they could accommodate about forty.

Supt. Mabon of Bellevue Hospital was

told that the usual daily transfers of fifty from that institution could not be made. By arrangement with St. Vincent's, the t-Graduate, Lebanon and Lincoln hospitals patients were sent to them from Bellevue.

When every possible arrangement for transfers had been made Supt. Blair still had twenty-five persons only slightly in need of medical treatment. They were sent to the Municipal Lodging House to await transfers to hospitals to-day, when Supt. Blair expects the Island hospitals will be able to receive them.

supt. Blair expects the Is will be able to receive them. The Municipal Lodging House was so crowded last night that over 100 men had to be sent to the Charities Department dock, foot of East Twenty-sixth street, where they were housed for the night.

BURNETT TIFFANY SUES AGAIN. New Appraisal to Be Made of Tiffany House in 72d Street.

Benjamin Tuska, attorney for Burnett Young Tiffany, asked Supreme Court Justice Leventritt yesterday to set aside the sale of the residence of his father, the late Charles L. Tiffany, to his brother Louis Tiffany, on the ground that he did not know of the

proposed sale and did not consent to it Affidavits of other members of the Tiffany family say that Burnett Y. Tiffany did sanc-tion the transfer of the property. The price paid for the residence, which is at Madison avenue and Seventy-second street, was \$665,000. David B. Ogden, counsel for the executors, said that this was higher than any of the appraisals. Justice Leventritt approved of the suggestion of Robert W. De Forest, counsel for Louis Tiffany, that a reappraisal be made, and that, if it is found that the original estimates were too low.

for distribution among the legatees.

\$100 Fine for Money Lender. Samuel L. Frey, a money lender, was fined \$100 in the Court of Special Sessions vesterday, for charging Mrs. Sadie Reivere of 58 West 109th street \$10 interest on a loan of \$25 for seventeen days. The lawful nterest would have been 12 cents.

MARINE INTELLIGENCE.

MINIATURE ALMANAC-THIS DAY Sun rises 7:15 Sun sets 5:10 Moon sets .12: HIGH WATER-THIS DAT. Sandy Hook..1:06 Gov. I'd. . . . 1:38 Hell Gate.. . . 3:33

Arrived-Monday, Jan. 25. Arrived -- MONDAY, Jan. 28.
U. S. Supply Ship Glacter, Norfolk, Jan. 24.
Sa Blehmond Castle, Yofnohama, Oct. 3.
Sa Saxonla, Liverpool, Jan. 16.
Sa Tennyson, Rio Janetro, Jan. 6.
Sa inkum, Calcutta, Nov. 24.
Sa Maraval, Trinidad, Jan. 17.
Sa Maracas, Sagua, Jan. 27.
Sa Ponce, Ponce, Jan. 18.
Sa Dania, Tampico, Jan. 18.
Sa Dania, Tampico, Jan. 19.
Sa Nacoochee, Savannah, Jan. 22.
Sa Conus, New Orleans, Jan. 29.
Sa El Mar, Galveston, Jan. 19.
Sa Evelyn, Fernandina, Jan. 24.
Sa Saminole, Boston, Jan. 24.
Sa Manna-Hata, Balitinore, Jan. 23
Bark Strathisia, Nuevitas, Jan. 4.

ARRIVED OUT. Ss Martello, from New York at Hull. SAILED FROM FOREIGN PORTS. Bluecher, from Cherbourg for New York, Hohenzoltern, from Gibraltar for New York, Columbia, from Moville for New York.

OUTGOING STEAMSHIPS.

El Dia, Galveston.... City of Augusta, Sav'n'h... Princess Anne, Norfolk... Sail To-morros . 8 30 A M Sail Thursday, Jan. 28 Touraine, Havre. La Touraine, Havana... Virgil, Argentina... Vigilancia, Havana... Seneca, Tampico... Pretoria, Bermuda... Comanche, Charlestor Nacoochee, Sayannal INCOMING STEAMSHIPS. ort au Prince Liverpool.

Havana. Jacksonville Havana antlago... Due To-morrow. Jan. 18 Jan. 26 Jan. 20 Jan. 21 Due Thursday, Jan. 28 ..Jan. 14 ..Jan. 13 .Jan. 12 .Jan. 20 .Jan. 23 Prinz Adelbert. . St. Fillans Naples Susquehanna... Denver..... Due Friday, Jan. 29. Hamburg Naples Sayannah Kansas City. El Valle..... El Sud..... New Orleans Due Saturday, Jan. 30.

Usually-though not

always-Rock Island

tourist sleepers are on the

That's the place to see

the scenery-and there is

Go to California via El Pass

and the Southern Route and

you see New Mexico and Ari-

sona-lands of sunshine, where

the air is a constant invitation

Go via Colorado Springs and

for the better part of two days

you ride through the finest scenery on the American continent.

Our folder, "Across the

Continent in a Tourist Sleeping Car," gives full information.

At all ticket offices or on appli-

rear of the train.

plenty of it.

Any Other Purpose. After having built one of the handsomest churches in Greater New York at a cost of over \$250,000, the congregation of St. Joseph's Roman Catholic Church, Tremont, in The Bronx, now finds itself unable to dispose of its old church site, and thus materially reduce its large in-

CHURCH ONLY MAY STAND HERE

Property Reverts to Heirs if Used for

debtedness This is due to the peculiar clause in the will of the man who gave the first site for church purposes more than fifty years ago. and who expressly provided that if the site should ever be used for any other than church purposes the original property should revert to the heirs of the donor. The site of the new building is on Bath-The site of the new billioning is on bath-gate and Washington avenues, just north of Tremoni avenue, while the old building stands at Washington avenue, just south of 176th street, and adjoining the latter stands at Washington avenue, just south of 176th street, and adjoining the latter is the parochial residence. The property, while almost valueless when given for church purposes years ago, is now worth a large sum. Recently Father Farrel received a large offer for the site, but upon investigating the title found that if he gave it up for other than church purposes he would probably lose the whole amount. Since then he has held each Sunday the regular evening service in the old build-

regular evening service in the old build-ing, which complies with the will. Search has revealed several heirs of the Drew estate living in Unionport, who are said to be opposed to relinquishing their indirect claim to the property.

The matter may come up in the courts

FINES FOR PEASHOOTERS.

Their Aim Was So Good They Had & Theatre in an Uproar.

Dennis Higgins, 16 years old, of 407 East Sixty-third street, and Emil Marsh, the same age, who lives next door to Higgins. were charged in the Yorkville police court yesterday with causing a commotion in Proctor's Fifty-Eighth Street Theatre, Sunday night, that ended in a small riot.

The boys carried peashcoters when they went to the gallery, and when the performance was well under way they began shooting peas from the front seat of the gallery. One of the peas struck an acce. purchaser pay the additional amount and made him forget his lines. Then a po struck a soubrette on the nose and she gave a little scream. A flying pea hit a young woman seated in the orchestra and she thought some one behind her did it. She told her escort and he stood up to protest to the man in the seat behind, but as he was about to speak a pea struck him in the eye and he complained to an usher. The ushers looked about for the peashooters and while they were looking a glass globe in one of the boxes was broken with considerable noise.

The two boys in the gallery were blowing

The two boys in the gallery were blowing peas as fast as they could when Special Officer Sammone discovered them and tried to put them out. They put up a fight at the back of the gallery and the scuffling attracted a crowd. The boys were finally hauled to the police station.

Magistrate Cornell fined them each \$2,

which they could not vay and they were locked up. NOT KILLED AND PUT ON TRACK. Coroner Believes Death of Unidentified

Woman Was Accidental. Coroner George J. Brackner of Jersey City said last night that the woman who was found dead in the passenger yards of the Delaware, Lackawanna and Western Railroad a block from the Hoboken station on Sunday evening had evidently been run over and killed by a train. Dr. Converse will perform an autopsy to-day. The police of Hoboken and Jersey City

also are of the opinion that the woman

did not meet foul play and was not placed on the railroad tracks after death. They think that she probably was struck by a train while on her way across the yards from one of the many boats moored near the railroad terminal. The body was examined yesterday morning by Dr. Converse. He found a severe scalp wound and many bruises on different parts of the body. The left arm was broken in two or three places and several ribs were

fractured. The body is still unidentified. NEW INSTITUTE FOR GIRLS. To Teach Dressmaking and Millinery and

to Contain a Gymnasium. Plans have been filed for a new Hebrew Institute for Girls to be erected at the southeast corner of Second avenue and Fifteenth street. It is to be seven stories and fireproof, with a frontage of 112.7 feet and

depth of 66.9 feet. The first floor will contain a library, clubroom and kindergarten combined and a two story assembly chamber, 66 feet long and 46 feet deep. The second and third floors 48 feet deep. The second and third floors will be fitted with rooms for the classes in dressmaking, embroidery and millinery and the fourth and fifth floors will be fitted with study rooms for the miscellaneous classes. The upper floors will contain a two story gymnasium, with a large running track. The building is to cost \$275,000.

